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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

25X1A

COUNTRY Poland

REPORT NO.

SUBJECT Elblag Harbor and Shipyard

DATE DISTR. 2 October 1953

25X1A

NO. OF PAGES 3

25X1

DATE OF INFO. REQUIREMENT NO. PLACE ACQUIRED

REFERENCES

25X1

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Elblag Harbor

1. There is a small river about 50 meters wide and two to three meters deep which runs from south to north, called Elblaska, in which the Germans constructed a port canal. The port canal, which is 80 meters wide and four meters deep, is located about 400 meters north of the road bridge (see attached sketch). The banks of the port canal and the piers, which run 1,200 meters on each side of the port canal, are constructed of concrete. Some parts of the piers which were destroyed during the war were not rebuilt until 1951.
2. There are three basins in the port, and they are all located on the eastern side of the canal. The largest of these is the shipyard basin located in the southernmost part of the port. The water in the basins is shallower than in the canal, a little below three meters. The Polish names and locations of these basins are as follows:
 - a. "Basin stoczniowy" which is located in the southernmost part of the port.
 - b. "Basin drzewny", which is located in the northern part of the port.
 - c. "Basin pionierow", which is located in the northernmost part of the port near the Port Directorate.
3. The port canal is free from all wrecks, while farther to the north, near the estuary of the river, there are various wrecks, such as tanks, trucks, small ships, etc., which have been there since the war. There are also many wrecks in the Vistulian Sound. The Soviets have forbidden the Poles to clean the port canal and the Vistulian Sound of these wrecks, even though they, the Soviets, have done nothing about it.

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STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	Ev	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC	<input type="text"/>	<input type="text"/>	<input type="text"/>
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4. No Polish ships are in the port, and the entire area is forbidden to Polish ships, including merchant ships. However, some small Soviet fast motor boats have occasionally come to the port.

Elblag Shipyard

5. The two sections of the shipyard are about 1,500 air meters from each other. Section number one of the shipyard is situated along the port canal, and it embraces an area of 1,000 meters in length and 300 meters in width. There are 25X1 about 800 workmen employed at this section. However, [] whether or not this section has any Soviet technicians, [] has never seen any there.
6. Section number two is located about 200 meters west of the main Elblag (Elbing) 25X1 railroad station. This section, which embraces an area of 500 meters in length and 200 meters in width, employs about 1,000 to 1,100 workers as well as several Soviet technicians and engineers. There are several railroad tracks which connect this section with the main railroad station, the Malbork (Marienburg) railroad line, and the railroad going to Braniewo (Braunsberg).¹

1. []

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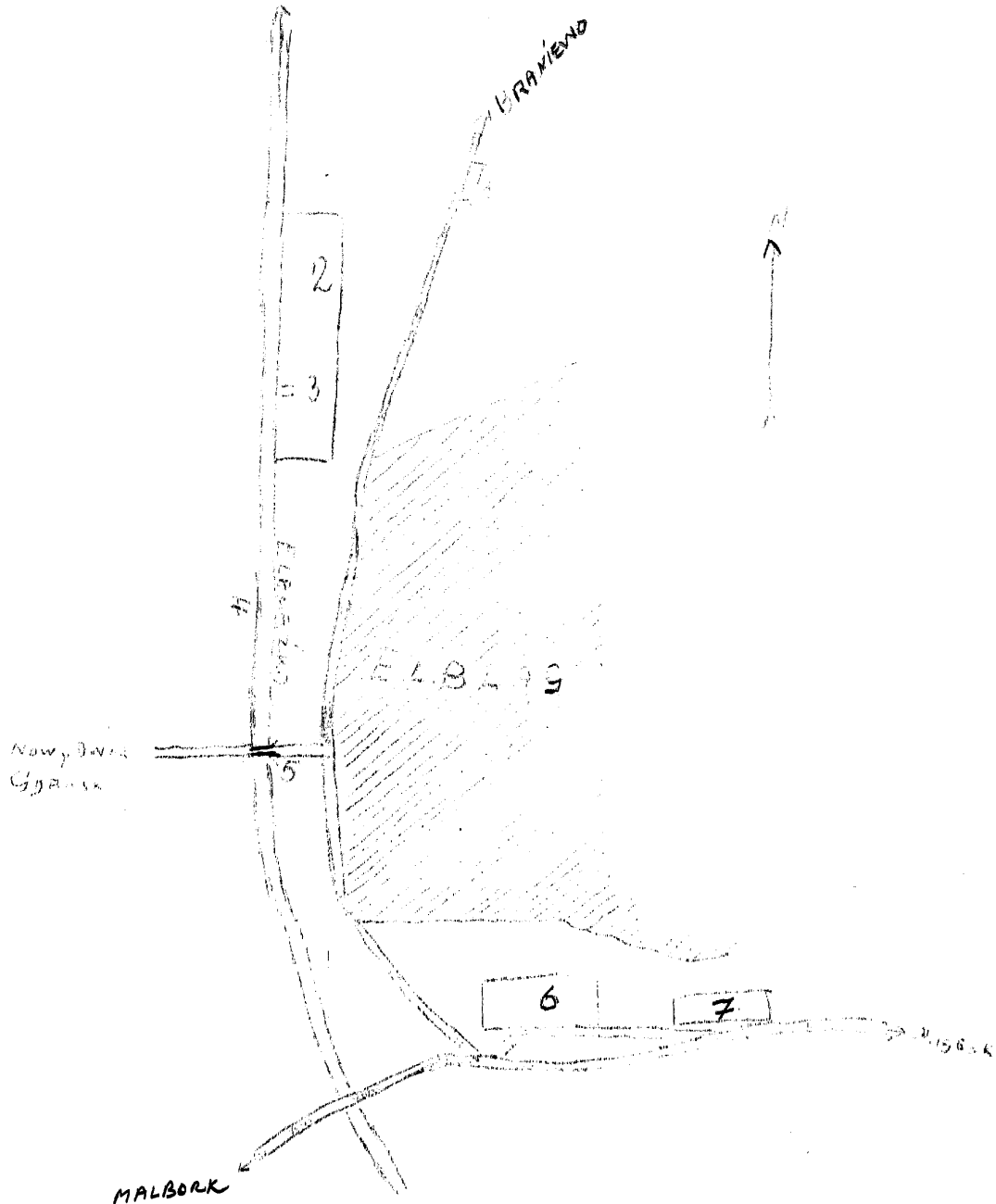
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Elblag

VISTULIAN SOUND

Legend

1. A stop, called Elblag, on the railroad line to Braniewo.
2. Section number one of the shipyard.
3. A slip. [] no ship had been constructed at this slip up to the time [] left Elblag in 1951.).
4. Elblaska River. The port canal is about 400 meters north of the road bridge.
5. Bridge connecting the road which goes from Elblag through Nowy Dwor to Gdansk (Danzig).
6. Section number two of the shipyard.
7. Main railroad station at Elblag.

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SECURITY INFORMATION

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COUNTRY	Poland/USSR	REPORT NO.	<input type="text"/>
SUBJECT	Elblag-Braniewo-Kaliningrad Railroad Line	DATE DISTR.	7 October 1953
	25X1A	NO. OF PAGES	1
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	<input type="text"/> 25X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES	

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1. There are several railroad tracks which connect section number two of the Elblag (Elbing) shipyard with the main railroad station, the Malbork (Marienburg) railroad line, and the railroad going to Braniewo (Braunsberg). Some of these connecting railroad tracks have the European gauge and the others the Soviet gauge. The connecting railroad track and the railroad line which goes to Braniewo and then to Kaliningrad are Soviet gauge.
2. The passenger and freight traffic from Elblag to the Polish-Soviet frontier is extremely light. Only one daily train, composed of a few freight cars and one to two third-class passenger cars, travels to the border and back. All of the railroad cars are equipped for Soviet gauge, However, several trains go daily from Elblag to Kaliningrad, loaded with various types of goods, even sugar and coal. Military trains also travel in both directions, loaded with Soviet soldiers and equipment.

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